

These should form the main purposes of legislation—and form the great objects of the bill as amended and adopted by Congress. This being the law, then, to regulate all interstate commerce, it is desirable, as far as practicable, that it should obtain in the States, so that there may be uniformity and harmony between the United states and the several States.

I would also recommend a commission of three wise, patriotic and unprejudiced men, with salaries sufficient to render them independent, and enable them to give their whole time to the work.

It is exceeding difficult to so frame a bill as to meet every case, without unduly interfering with, if not crippling, the railroads. I would, therefore, recommend that power be given to the Commission to consider and adjust all questions of freights and fares, as well as other controverted questions which may arise between the different railroads themselves, or between the railroads and the citizens.

This whole question is yet within the domain of experiment—the law is very unsettled and imperfect, and such power given to the Commission, with proper restrictions, would, I apprehend, by actual experience, gradually work out a just, impartial and beneficent law. This Commission should be selected with great care; they should be men of first-rate intelligence, practical knowledge, incorruptible integrity and judicial fairness.

I would also suggest that the law, chapter 108, Laws of 1885, be repealed, and that hereafter no more railroads should be built, except permission be granted by the Commission, or by the Legislature. The State having granted a charter, owes it to herself, the railroads and the citizens, that no other charter be granted in the same territory, the tendency of which, through feelings of rivalry and resentment, would be not simply to encourage competition, but to destroy both railroads. Much property has been wasted and destroyed by the law as it now stands, and I trust that